nmra magazine

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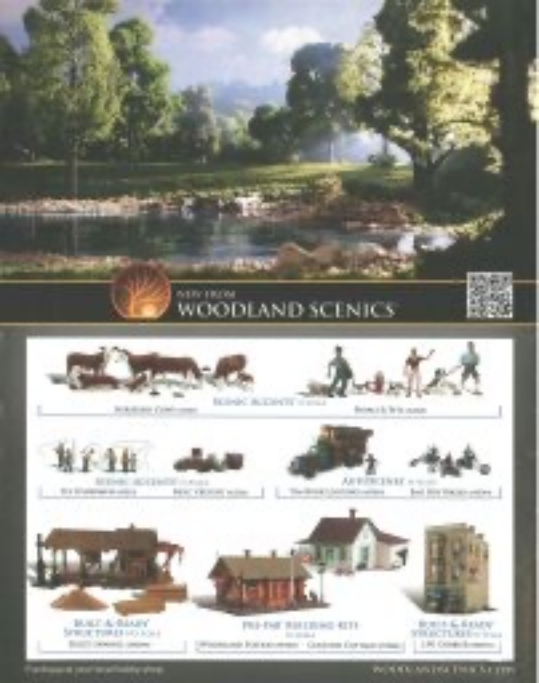
April 2012

Grand Rails 2012
www.gr2012.org

Detail a Whale Belly

- GR2012: White Creek Railroad
- Operations: Bad Orders
- HO [illegible] Steam Engine
- Low-Vision Model Railroading



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[illegible]

- [illegible]
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- [illegible]
- [illegible]

[illegible]

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[illegible]

[illegible]

[illegible]

HORIZON

[illegible]

Features

[illegible]

Bad Orders
[illegible]

[illegible]

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Bob Rivard

[illegible]

HO Scale Sawmill
[illegible]

[illegible]

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On The Cover

[illegible]

The Prototype Bug

Observation Car

[illegible]

My family and I recently returned from the Cocoa Beach, Florida, Prototype Modelers [illegible]

[illegible]

I personally believe [illegible]

[illegible]

I strongly believe [illegible]

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President's Car

NMRA President Mike Brestel

You Can Kill NMRA

Last month, I mentioned that Western District Historian Bob Hamilton had sent me a number of gems from old NMRA BULLETINs, and I ran a sample from 1980 in this space. This month, I'd like to share with you something from February 1971, back when the legendary Whit Towers was serving as BULLETIN editor — and, amazingly, doing duty as the Pacific Coast Region president at the same time.

As it's that time of month when I [illegible] another "Whimsey," it [illegible] "Pearls of Wisdom" for the members. While it's [illegible] experience has shown that a few [illegible] particularly when the subject matter [illegible]

Normally I concern myself with affairs of our great hobby, [illegible] — perhaps they apply equally well to the needs of the society.

TWELVE WAYS TO KILL AN ASSOCIATION

1. Don't ever come to meetings.

2. If you come, come late.

3. NEVER accept an office — it's easier to CRITICIZE than DO.

4. If asked by the chairman to give your opinion regarding some important matter, tell her you have nothing to say ... AFTERWARDS tell everyone how things ought to have been done.

5. Do no more than is absolutely necessary, but when other members roll up their sleeves and willingly use their abilities to help things along, HOWL THAT THE ASSOCIATION IS RUN BY A CLIQUE.

6. Hold back your dues as long as possible.

7. If you don't receive a bill for your dues, don't pay.

8. If you do receive a bill for your dues after you've paid, RESIGN.

9. If you receive service without joining, don't think of joining.

10. When you attend a meeting, vote to do something, then go home and do just the opposite.

11. Agree to everything said at the meeting and disagree with it outside.

12. When asked for information or help, don't give it.

The above was "lifted" in its entirety from the [illegible] International Organization of [illegible], which in turn picked it up from the Australian [illegible]

It Applies To the "Now"

I remember reading this Whimsey back in 1971. At the time it made quite an impression on this 19-year-old college student. While Whit's [illegible] about the roles of men and women undoubtedly reflect the mores of the early 1970s, the cautions against common association behaviors are unfortunately just as applicable today as they were more than 40 years ago.

Surely no one person or group intending to become an association killer — it most happens over a period of years [illegible] and disappointments. My 44 years as an NMRA member [illegible] goals, active participation and contributions, and friendships help us stay positive, avoiding the dead ends described in Whit's 12-point list above.

Speaking of participation and contributions, it's not too late to pull your ballot out of February's NMRA Magazine, mark it, and mail it to HQ. You can help determine the NMRA's future direction. [illegible] before you forget: VOTE!

100% Club Insurance Changes

Those of you who are members of 100% NSMBA clubs are aware of the fantastic liability insurance deal available to U.S. and Canadian clubs through this program — for a mere $10 per year, clubs whose membership is all NSMBA members [illegible] liability insurance that would cost around $1,000 annually on the open insurance market.

This program is both an effective promotional tool for the NSMBA and a real boon for clubs all over North America. We are happy to be able to provide an [illegible] — it's a deal that's almost too good to be true!

After this year's enrollment period [illegible] commercial carrier [illegible] asked for more specific information about our 100% clubs. The carrier has always required us to certify that all the members of our 100% clubs are also members of the NSMBA. Since the beginning of the program the carrier has made it clear to us that any deviation from this requirement would result in cancellation of a club's coverage and potential non-payment of a claim. [illegible] to verify each club's membership roll as provided to us.

Effective with this year's policy, the carrier is looking for some more information about the clubs they are insuring. This year the carrier asked us to obtain from each insured 100% club a copy of the club's incorporation papers or other organizing documents, and the information about each club's incorporation status, whether they are a non-profit corporation, and a general list of their club activities during the year.

These questions just came up in the 2012 insurance cycle. The underwriters are looking more closely at the 100% clubs, since the [illegible] is being asked to provide a million dollars in insurance to groups that are largely independent of the NSMBA. Naturally, the clubs [illegible]. Since the [illegible] want to know exactly what is at risk for the insurance company, they've asked us for more information about the 100% clubs. After all, if someone you didn't know asked you [illegible] to the tune of a million bucks, wouldn't you be asking some questions?

Lee [illegible], our 100% Club Program manager, tells me that a number of clubs are wondering where all these questions are coming from. John Roberts, our insurance coordinator, tells me that this increased vigilance is occurring throughout the insurance industry. After a couple of [illegible] rough years for profitability due to a large increase in natural disasters, the industry is increasingly nervous about whom they're covering and what the coverage is for.

I'm sure you'll agree with me that our 100% club insurance program is a major benefit of NSMBA membership, and it amazes me that every club in the U.S. and Canada isn't clamoring to take advantage of it. We want to keep a good thing going, and we'll do everything we can to keep this benefit available in the coming years.

Mike

NSMBA MEMBERSHIP

[illegible]

NATIONAL OFFICERS

[illegible]

BOARD OF DIRECTORS

[illegible]

Mail Car

Reader Feedback

The Future of Model Railroading

[illegible]

Grand Rails 2012

77th Annual NMRA National Convention

Grand Rails 2012

Do I drive, take a bus or ride in a Limo At Grand Rails 2012?

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

North American Model Railroad Show
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WHAT'S ARRIVING NOW FROM ATLAS?
[illegible]
[illegible]

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BAD ORDERS

"Operational Opportunities"

[illegible]

HOME SHOP FOR REPAIRS
BAD ORDER
Car No.
RIVER STEEL

"Calling the Superintendent [illegible]..." At the outset of an operating [illegible], hearing this always causes me to cringe because something has gone afoul in the middle of an operating session. While we all strive to maintain our layouts so they will perform flawlessly, where they differ between us is how we handle problems that arise during an operation. While some layout owners [illegible] "[illegible]" [illegible] problems, others have found that acting in a more prototypical manner can add another interesting element to the operating session — this keeps things moving without having to pause to address a simple problem best dealt with after the session has ended.

To get an idea of how the prototype handles these issues, let's look at the structure of many railroad maintenance forces, which, unlike our small-scale roads, have separate departments responsible for maintaining multiple things:

- Maintenance of Way (MOW or MW) is responsible for the right-of-way and track structure.
- Maintenance of Equipment (MoE), sometimes called the "car department," handles the rolling stock and locomotives.
- Bridges and Buildings (B&B), the name says it all — they handle the structures and bridges along the right-of-way.
- Communication and Signals (C&S) is responsible for all the radio, telephone, telegraph, and signaling systems.

Using this structure, we can now begin to think more like the prototype. We accomplish this first by classifying issues into one of the four maintenance groups, then implementing procedures for reporting and repair, rather than just running to [illegible] whenever operators call for help. This may seem excessive for a model railroad. But once a system is in place, it will increase operating realism while simultaneously allowing the layout owner [illegible] to remember every issue that may have come up during a session.

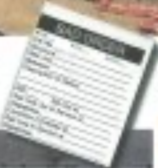
Above: [illegible]

For example, let's take one of the most common [illegible] found during an op session: a missing coupler spring. Overall, this is a very minor problem, but we can [illegible] between [illegible] and the prototype [illegible]. Operating [illegible] the dispatcher, so the crew [illegible] the [illegible] Superintendent. The dispatcher makes a decision as to the course of action, generally by [illegible]:

- Is this something that the crew can repair?

[illegible]

[illegible]



BAD ORDER

[illegible]

FOR REPAIR
DO NOT LOAD

[illegible]

BAD ORDER

[illegible]

- [illegible]
- Should the car be set out for repair [illegible]?
- Will [illegible]?
- What action will [illegible] the least amount of delay [illegible]?

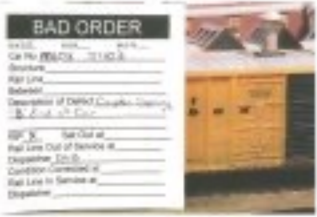
[illegible]

In another scenario, [illegible]

prototype, a defect that does not affect required safety appliances often prompts a routing to the car's home shop because the car cannot be loaded until it's repaired. Translated into model form, we can apply this protocol to all sorts of defects, such as missing [illegible] from [illegible], car side ladders, and brake wheels, all of which are prone to becoming dislodged since [illegible] to our models with only [illegible]. Because we [illegible] contact [illegible] with [illegible], we can consider anything that is not a true [illegible] (such as a coupler or wheel) a home shop defect. Dispatchers must have [illegible] when dispatching cars [illegible] defects off the layout to "home shops" or moving [illegible] to an on-layout RIP (Repair In Place) track.

Now that we've looked at a couple [illegible], what about problems that may have more impact on an operation — something such as a track defect? Any defects should be reported to the dispatcher who can then try to assess the situation and direct a course of action based on several considerations:

- Is the defect on a main track or a siding?
- Can trains still be safely moved over this trackage?
- Can this track be taken out of service without adversely affecting train movements?
- What caused the defect?



BAD ORDER

Car No. [illegible]

Structure

Rail Line

Switch

Description of Defect [illegible]

[illegible]

Set Out at

Rail Line Out of Service at

Dispatcher [illegible]

Condition Corrected at

Rail Line In Service at

Dispatcher

Above: This bad order slip [illegible]

- Does this defect require immediate attention?

On my own New Jersey Division layout, we have several minor operator-designated "work foremen," and for a track defect the dispatcher will call on the first available foreman to survey the problem. Appropriately, the dispatcher and work foreman decide the course of action and record the information on the dispatcher's log. One [illegible] repair can be made after the session, allowing trains to continue around the defect and [illegible] while proceeding through the affected area. If the situation requires more drastic measures, such as a turnout problem that will not stay corrected, the track may be spiked closed with one route taken out of service and repairs conducted after the session.

Whatever protocols you choose to handle these incidents, [illegible] defects are addressed in a timely manner. As the owner of a large layout, I can assure you that I cannot remember every issue that [illegible]. Simply telling me that the coupler is low that [illegible]. Maintaining written records is more effective. [illegible] "BAD ORDER" slips that can be easily made on a home computer using a spreadsheet program such as Microsoft Excel.

Bad orders that [illegible] from [illegible] and [illegible] and [illegible], or [illegible] the location or equipment to be repaired. [illegible] explanation will [illegible].

Left: Specially equipped [illegible]

problems such as a B-end coupler spring, locomotive won't run, switch points, and so forth. On my own defect cards, I have included [illegible] [illegible] informing local crews that a defective car has been [illegible] in the correct place. Similarly, track defects also get their own [illegible] — [illegible] and [illegible] for track [illegible] the "track inspector" who initially [illegible] the defect.

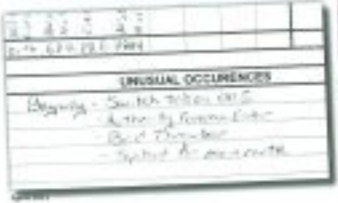
The next time you hear the call for the superintendent consider how you handle your own bad orders. You may find that acting more prototypically can be a lot more fun while opening up some intriguing operating scenarios. It may also relieve you of the stress of having to make "running repairs."

Above: Bad order slips spread at several locations around the layout [illegible] [illegible] as they arise.

Right: When a crash track is taken out of service [illegible] a "blocking device" is applied to signal and switch levers, preventing any unintended alignment into the [illegible]. [illegible] blocking devices can be [illegible] with [illegible].

Below: Recording track defects and [illegible] [illegible] [illegible] throughout the layout's [illegible].

Above: [illegible] for a defective [illegible] [illegible] [illegible] [illegible] complete.



UNUSUAL OCCURENCES

Beginning - Switch [illegible]
- [illegible] [illegible]
- [illegible]
- [illegible]

Whale Belly

Atlas HO Scale
33,000 Gallon Tank Cars

article and photographs by Bob [illegible]

These relatively common tank cars entered the railroad scene in 1958. Referred to as whale belly tank cars, these lasted into the 1990s. Atlas produced some fine and accurate examples of these unusual cars. [illegible] I first came across the ACFX 17922. I modeled this car using paint and decals. When I came across the photo of ACFX 17876, I discovered Atlas produced the actual car, right down to the same road number! Unfortunately, Atlas discontinued manufacturing this car. However, I did find one at the [illegible] Train World in New York. These cars [illegible] weathered [illegible]. Follow along as I share some of my weathering techniques to faithfully model these [illegible] tank cars.

Above: [illegible]

Below: [illegible]

[illegible]

[illegible]

[illegible]

Burlington
Burlington

LEUM CO.
PROPANE

[illegible]

[illegible]

WANDA PETROLE
BUTANE
PRO

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

WANDA PETROLEUM

Sawmill Boilers and Steam Engine

[illegible]

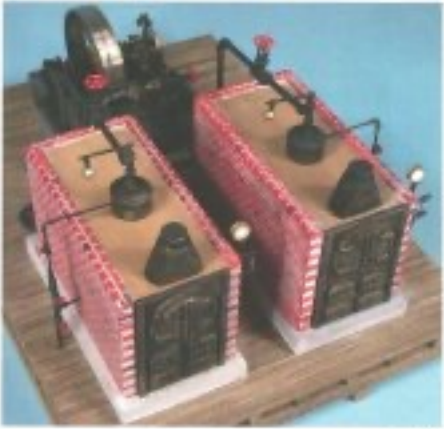
I model the Old Creek Railroad, circa 1906, the Old Creek Logging & Mining Company circa 1900, [illegible] Railroad 1880-1950s, and a large [illegible] early 1900s sawmill complex — all in 1:87 scale, standard gauge.

My large [illegible] square foot sawmill complex is kitbashed using various models. In this article, I describe the boilers and steam engine. [illegible] boiler and many small cast metal piping parts comprised the two Wiseman Scale Models boiler kits I used. I painted the plaster using Floquil paints per the kit's instructions, and gave [illegible] around the [illegible]. I used CA glue to assemble the piping I then attached the two boilers to the steam engine.

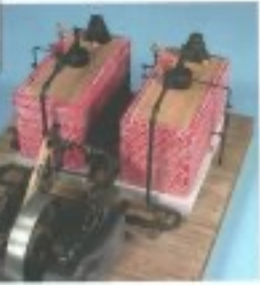
Additional boiler construction and finishing details will include weathering, attaching the two smoke stacks, attaching the boiler house to the floor, [illegible] the boiler house and [illegible] stack.

I used the more detailed and realistic Wiseman Scale Models Sumner Iron Works twin cylinder steam engine instead of the

[illegible]



Above: [illegible]



Right: This image shows two Western Scale Models [illegible]

The Boilers

"Horizontal tubular boilers arranged in batteries (from two to four) are [illegible] in larger plants. A common size is one that is 72 inches in diameter and 18 feet in length with 70 four-inch tubes. Such a boiler has a heating surface of approximately [illegible] horsepower. The steam pressure is 125 pounds per square inch, though in some cases 150 pounds is carried. Both horizontal and vertical high-pressure water tube boilers have been installed in some plants in recent years [illegible] and are regarded as more efficient steam producers than the horizontal tubular type."

— Excerpt from *Lumber*, July 1922, by Ralph Clement Bryant.

Above: [illegible]

[illegible]

[illegible]

was supplied by [illegible] to the [illegible] Mills at [illegible] Creek kit. The W[illegible] kit, 133-A, (now discontinued in 1:87 scale) comes with a 27-page instruction booklet, including the drawings and parts list. This model looks great in a larger scale and is available from Wiseman Scale Models.

The steam engine is located in the boiler house. This structure contains the boiler, drawn on the previous pages as well as the steam engine shown here. The small, 1/8" underpinnings made the assembly somewhat tedious. I used CA glue as well as white glue and epoxy — whatever worked best for the situation. I applied dark washes and weathering powders to age the model.

Finally I added three wood timbers to help support the piping. This piping is attached to the two boiler house boilers. Paper was used for the drive belt.

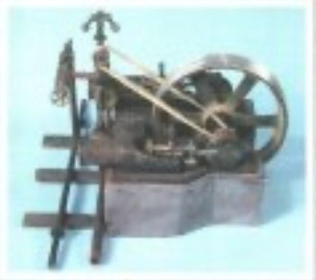
My modeling skills have earned me six NMRA's Achievement Program Certificates. I recently applied for my [illegible] and [illegible].

Sources of [illegible] steam engine [illegible] at www.[illegible].com.

Left: [illegible]

Above: [illegible]

Below: The Wiseman Scale Models kit [illegible]



The Ames Iron Works Pacific Model Steam Engine

"In the [illegible] type of steam engine powered the head rig saw and edger in the Hull-Oakes Lumber Company in Monroe, Oregon. The engine was made in 1906 and first used for [illegible] years at the J. H. Chambers [illegible] mill in [illegible], Oregon. The engine was moved to the Hull-Oakes Mill in 1953 and [illegible] there until [illegible]. Its twin cylinders are each 18" in diameter with a stroke of 24". The pulley is 96" in diameter with a face of 26". The engine is 22' 11" long, 10'3" wide and weighs [illegible] pounds. It operates at 180 rpm and is rated at 250 horsepower using steam pressure of 130 psi. It uses a [illegible] flyball throttling valve governor. The engine uses a balanced slide valve, has forged steel connecting rods fitted with [illegible] pins being fitted with babbitt."

— Excerpt from Wiseman Scale Models instructions

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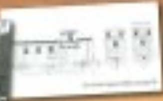

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*[illegible]

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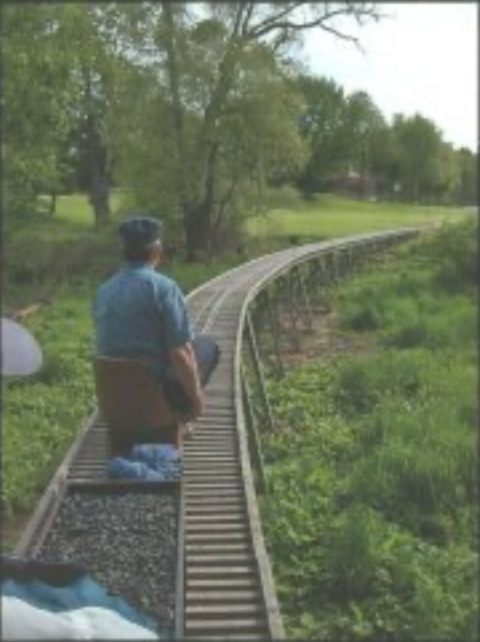


The White Creek Railroad

[illegible]

[illegible]

July 29 - Aug 4
IBLS National, Grand Rapids, MI
Grand Rails 2012
www.gr2012.org

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Above: Coal hoppers have arrived at [illegible] [illegible]

Below: [illegible] engineer [illegible] [illegible]

200 switches, 30 passing sidings, 30 signal blocks, 27 industrial spurs, two classification yards, and nine junctions. The mainline is predominantly single track controlled by local signals and passing sidings. Plenty of activity abounds, including scheduled passenger trains, through freights, and locals — all competing for the same trackage.

The WCRR is currently home to approximately 15 engines and more than 200 cars, including flat cars, gondolas, tankers, boxcars, tank cars, coal hoppers, covered hoppers, maintenance-of-way cars, and cabooses. Visiting engineers bring in additional engines and cars for operating sessions.

Track activities include open runs and card order operations. During open runs, WCRR invites railroaders to bring their equipment to run without any scheduled operations. The track design allows for bi-directional operation on mainline routes. It is an opportune time to test new equipment and introduce those unfamiliar [illegible] to operate the variety of engines and rolling stock. New crews can learn to handle their trains without fear of "stabbing" a scheduled passenger train. The various scheduled card order operating sessions are intended for railroaders who enjoy operating the railroad similar to the prototype complete with train orders, dispatchers, yard crews, and train crews.

WCRR's design produces a variety of operating activities for more than 50 people. There are seven passenger trains on a timetable [illegible] [illegible]. Through freights move freight cars between the two division yards located 1.5 miles apart [illegible]. Yard crews work the classification yards along with a [illegible] to the [illegible] [illegible], and [illegible]. Many local freights work out of the division yards using a card order system and [illegible]. Trains are radio equipped for communication en route and for division yard entry.

Operations typically begin about 9 a.m. and continue into the evening. Night operations are not uncommon. [illegible] the steam engines in the morning [illegible] to the [illegible]

Above: Here, an engineer works the classification yard at Hidden Valley.

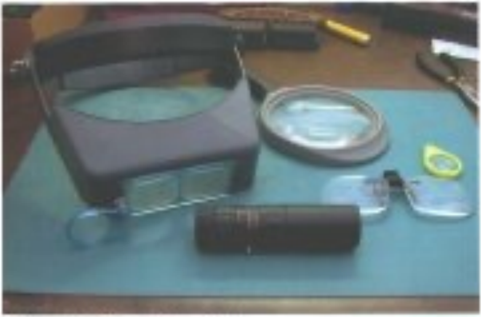
Until then all [illegible] their mission to operate live steam. Engineers check, oil and lubricate the various mechanical devices. As the engine safety valves start "popping off," the steam is ready, the engine is run onto the transfer table and down the leads to the ready tracks. Handlers also move gas and battery-powered locos to the ready tracks.

Many freight switchers have engaged in various sidings along with their conductors. The remaining cars are placed in the yards of Hidden Valley (Bend Lake Division) and Commons (Three Mile Island Division) for classification and assignment to departing freight trains. Each train's conductor performs a safety check with their crew and stops at the Hidden Valley Tower for train assignments, and a crew check from the yardmaster. "Air checks" verify that all cars are safety chained. Freight trains then depart for various assigned locations. Everything goes on schedule; the first WCRR passenger trains will depart Hidden Valley Yard at 10:00 with an interim short stop at the Commons Yard. The remaining heads to Hidden Valley Yard to check for the return home. Freight crews must adhere to the passenger schedule and have their equipment in the clear for passenger traffic. Various junction points can get backed up, adding to multiple switching operations in a matter of minutes.

Attending this private facility is by invitation only, and you ask, how? Bugs and [illegible] have graciously extended an invitation to all Grand Rails 2012 attendees. There are several ways to escape the festivities and enjoy the White Creek Railroad. First, you can take the shuttle that leaves several times each day for a one-hour WCRR passenger ride. Second, you can register for a half- or full-day crew position and work with an operating staff or yard crew. In lieu of all, you can register for the [illegible] City Flyer Club and spend an evening running the railroad with stops for loco dinners, an elegant dinner and dessert. In a White Creek visit during Grand Rails 2012, you will travel diesel passenger trains scheduled as part of the road's ongoing card order system. You'll see local freights working the various industries along the line while experiencing steady with a variety of other locos. See you there!

Those who plan to bring 7 1/2-inch-gauge equipment to WCRR should get advanced permission by contacting [illegible] at [illegible].

See the White Creek Railroad website for historical information: http://whitecreekrr.com/wcrr/.



Model Railroading as a Low-vision Person

Figure 1. A sample of some of the tools the author uses for different magnifying needs is shown here. Clockwise from top left: OptiVisor magnifying headband, a handheld magnifier, [illegible] magnifier, clip-on magnifying glasses, [illegible].

article and photographs by [illegible]

Age-related vision changes make modeling tasks difficult for some. Others like me have vision changes linked to other medical problems. Whatever the root cause, many people will eventually experience sight difficulty that makes model railroad materials and equipment manipulation difficult. These people are considered to be "low vision." LowVision.org identifies this label as an impairment to vision that can not be adequately corrected and can affect field of vision, sharpness, light sensitivity, loss of contrast, or cause visual distortion. Low-vision might come from birth defects, injury, aging, or as a complication of disease.

Having low vision should not, however, discourage anyone from enjoying model railroading. Though I do not possess the vision or depth perception I once had, I have found ways to continue enjoying my hobby. Here are some tools and tips that I use to make it easier to participate in model railroading.

Magnification

One of the first things many people think of when they start having issues with their vision is to add magnification to the task. There are many commercially available magnifiers out there, some being more useful than others. Figure 1 shows several common magnifiers often used by modelers.

I have, for many years, used an OptiVisor-style magnifier for model building. OptiVisor is a popular brand name for a headband mounted flip-up/down visor magnifier but other manufacturers make similar equipment under different names. This hands-free magnifier is worn on the head and provides excellent magnification, making it possible to see small modeling details. Some manufacturers make add-on multipliers for the lens magnification and some even include lights to ensure that there is light where you're looking. Other options include magnifying mirrors with tools to hold models in place as they are constructed or stand-mounted magnifiers with or without lights that are available in varying magnification powers to suit the individual modeler. The more light you can focus on a model, the better chance of seeing the details as you work, no matter what kind of magnification employed.

My personal preference is a type of clip-on magnifier that goes over my normal glasses. Known as computer clip-ons or reading clip-ons, these magnifiers come in multiple sizes and powers and are available from numerous sources (mostly online). For me, the higher magnification powers (my preference being a +3.00 strength) are extremely useful for model building and model railroad operating activities. They fit conveniently in my shirt pocket and clip over my glasses so I don't have to worry about misplacing or even having to carry them. Though [illegible]

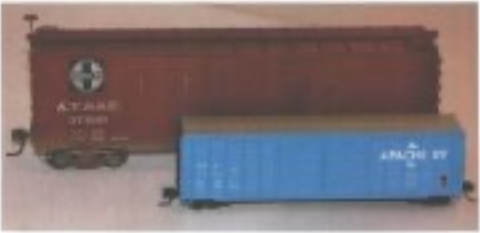


Figure 2: A difference in scale makes a real bit of difference. [illegible]

them [illegible] the accounts of light I have [illegible].

I also carry a small monocular that has a short focal distance (minimum ten inches). This allows me to spot things on couplers when I'm operating. I can flip up the magnifiers, use the monocular to spot the right car, and read the car number so I can check my car cards or switch list and see where I need to send that car.

Finding a sweet spot

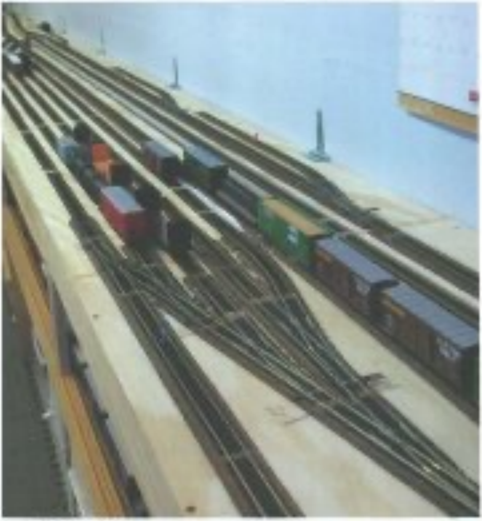
Low vision, or the potential for eyesight to deteriorate over time, is a factor to consider when selecting a modeling scale and prototype. I previously modeled in N scale a prototype railroad that had the potential of including hundreds of pieces of rolling stock and tens of locomotives. I came to a conclusion that my vision was not good enough for the scale choice, and the tools available did not make it comfortable to see the small locomotive numbers, tiny car numbers, details or manipulate couplers and uncoupling in N scale. (See an example in Figure 2.)

One has to evaluate the options. One may choose to model that Class I and rely on magnification tools to read the locomotive and car numbers. Finding that niche is up to the individual modeler, but with low vision, speed of reading often falls off from what normally might be expected, and operation can be affected by having to get close to a model to read a number on a car or engine.

West Canyon
R/F T.O.

My choice of how to deal with the issues I found with vision and style was to change over to modeling a short line with only 7 locomotives, a small fleet of 100-150 total pieces of rolling stock, and short trains where the small number of cars in a train make it more likely that the operator will be able to identify a specific car by a large detail rather than needing to always read the road number.

Figure 3: This photo shows a [illegible]



Railroad Design

In my last layout, I started with a design that [illegible] the prototype railroad that I wanted to have for operation. [illegible] long runs between towns, [illegible] tracks, wide curves, and [illegible] [illegible] [illegible] I discovered

that I needed to [illegible] [illegible] [illegible] [illegible] [illegible] I would [illegible] the layout, simply because, I knew I would [illegible] the layout, [illegible] [illegible] viewing the layout.

[illegible]

With [illegible] depth perception, which [illegible] [illegible] 27-inch wide [illegible] trum vision, and after fiddling a little with the aisle (and in the end) up I built from making foam and [illegible] of foam insulation, I made the dimensions [illegible] and redesign the layout to allow a minimum clearance of 36 inches in the aisles, which would keep my guests and me from bumping into models.

Marking your layout with town names, industry indications, and other placenames should be done in a regular and orderly manner that is easy to read. If the names blend into the back of panel color or the [illegible] itself, it can be frustrating to try and even figure out where the train is on the layout. It is unfortunate that most people operating your railroad don't know the layout as well as you do because you designed it, thus providing adequate markings to assist people in finding out where they are is essential to not only providing a fun operating experience but in simply making the railroad go. (See an example in Figure 5.)

Several other things need to be thought about when designing a layout for low vision people. Access to places where equipment will be spotted and the car numbers need to be read is something that must be thought through. If the locations for cars are too far away from the edge of the layout, a person wearing magnifiers or with short focal distances may not be able to read the car numbers. Perhaps, the equipment on the layout might be damaged through an error in depth perception as an operator reaches into the layout to manipulate couplers, or move a piece of equipment so the number can be read. (See Figure 6.)

Control mechanisms for turnouts should also be considered. Accessing turnouts and other equipment on the layout, or reading a turnout target on a layout can be a challenge. To make it easier, [illegible] turnout position some sort of indicator, either lighted or inside a layout diagram, should be included on the fascia of a layout. (See Figure 7.) Should deck design something that is necessary, then consideration should be made for providing well marked steps and platforms for stepping up on.

Paperwork

Design of paperwork for operating a layout can greatly affect the comfort and ease with which low-vision visitors access your layout. We're all familiar with the common car card and waybill size. These typically have 8–10 point or smaller type on them with information written or stamped. Often the paperwork are yellow. There may be additional colors marked on them with highlighters or other kinds of marking tools. While close to ideal for most of us, these can be difficult for someone with low vision to read and use. Use of magnification can help using [illegible] some, but there are other options that one could adopt to make the paperwork easier to use for all.

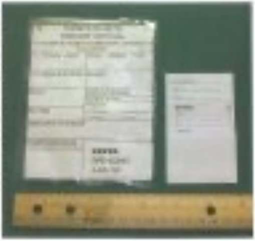


Figure 8: On the left is the car card and waybill [illegible]

Whether you choose to go with a paper product or with a plastic pocket to hold your car cards, making the paperwork big enough to read easily is something that will enhance the enjoyment. After doing some testing of my own, I designed a set of waybills that fit in a 4x6 inch plastic pocket. (See Figure 8.) I found that I could create up to 4 waybills on a single sheet of 8.5x11 inch paper, and have all the information there I need for operation. It is big enough to read even without magnifiers. I settled on 12 point type in a [illegible] typeface for the fixed information, and 14 point type for the fill-in information that changes on routing. Similarly, larger print switch lists, even though they take more room on the physical page, make a difference in being able to read the information properly.

Final Help

When it comes right down to some of the tasks necessary for model railroading with low vision, there might be things that one may not be able to do alone. For me, some of these involve the fine motor work inside locomotives with adding DCC decoders, and some construction items on [illegible] rolling stock. When faced with these challenges to my vision, I ask for and find help, either from friends, family, or those people who specialize in these tasks as a service. Many of these are accessible through [illegible] or by asking around with other railroading friends who may know or recommend someone. Finding dedicated help for the construction or specialty installation of equipment isn't something to be looked down upon. If there were not a need for it, there wouldn't be these services. Like finding new magnifiers and tricks to railroading, find the services you need to keep railroading. In my case, I can see the details — I just can't manipulate some of them and I would prefer to enjoy the hobby in operation rather than struggle with them.

In Conclusion

These suggestions may sound simple but when combined, they make model railroading a livable and [illegible] hobby that will include everyone. Many of these suggestions are things that would make a railroad more enjoyable for people with excellent vision, but they're things that will, if carefully implemented, make your railroad enjoyable for visitors who may be visually challenged.

Further Reading

www.LowVision.org : More information on low vision

http://[illegible].blogspot.com/ : Tony Thompson's Blog ■

Division Business Car

the NMRA @home

Reports & Pictures Sent In by [illegible] MMR
[illegible]@nmra.org

Ah, April. In this month that's kind of like a teenager. One minute it acts like a child, the next it seems to be all grown up. Only in April's case, it's more like one minute it's winter, the next it's summer, and sometimes both at the same time. Just to complicate things further, down in the Australasian region, it's neither winter nor summer...it's autumn! No matter how you look at it, April is a mixed bag, not unlike the contents of this column.

In this edition, we'll visit with three new MMRs, go to school, roll trains, talk chalk and wooden locomotives, and even get into the stars. Yes, it all comes to you from across parts of the NMRA that live where you live. From the Division next to the VFW post up the street, right down to the house that lives in your basement. It's the NMRA@HOME.

Three MMRs

In the grand scheme of things, Master Model Railroaders are a rare breed. You may have a few in a Region. Some Divisions can even brag about having more than one in their midst. How about a Division that gets three new MMRs all at the same time? That's exactly what happened at the January Piedmont Division meeting in the Southeastern Region. Members Bill Zawacki, Charlie Wills, and Division Superintendent Charlie Crawford all got their MMR certificates the same night. Division AP Chair Bob Mahoney was the presenter (Bill Zawacki and Charlie Wills flank Superintendent Crawford in the photo.) The smiles on the faces of the recipients show they got something [illegible]. How's it going, guys? By now they have probably discovered their MMR decoder rings and learned the secret MMR handshake as well. Oh wait — I wasn't supposed to talk about those things, was I?

My thanks goes to Peter Youngblood, another Piedmont Division MMR, for sending me the info and photo of this memorable event.

Club Classes

Regular readers know that over the last several months I've been blogging, pleading, cajoling, and some would say harassing you about a project to collect and organize beginner classes from Regions and Divisions offering beginner's model railroading courses to the public. Assistant Education Department Manager Fred Hock is collecting the material. After it's been collected, organized and integrated, it will be made available via the Internet as an archive for all NMRA groups to use as a development tool for Model Railroading 101 courses.

So far, we've been concentrating on collecting materials from Regions and Divisions, but an e-mail from member Roger [illegible] challenged an expansion of that appeal. You see, Roger is a member of the Bear Lake Model Railroad Club and according to his e-mail, it's the only 100% NMRA Membership club in Wisconsin. Roger writes that the club offers about a half-dozen clinics, all geared toward the beginning modeler. These clinics are now part of the archive.

That got me thinking that other 100% NMRA Clubs may also offer Model Railroading 101 courses and if so we ought to be hearing from them too. If you are a member of such a club and you'd like to have your beginning/novice course material put in, touch base with Fred Hock at [illegible]@nmra.org. Please use "Adult Education" in the subject field of your e-mail. Thank you!

By the way, one reason Fred and I embarked on this project was to help sell the hobby and the NMRA to more people. As you may have noticed, our Pres., Mike Brestel, has been on a similar quest in his column over the last few months. If you have any ideas for selling the hobby beyond beginning model railroading courses, e-mail Mike at president@nmra.org.

So, What's Your Story?

Ah yes. Everyone has a story to tell. Have you ever told yours at a Division meeting? That's what they're doing at Division 1, the Queensland, New Zealand Division down in the Australasian Region. The stories are a new feature at meetings according to an article I read in the Division's newsletter. They consist of short talks by members during which they tell how they got into model railroading and how and why they got involved with the NMRA.

Chances are your Division does something like this already. But generally, it's done at every few meetings as a member or members' [illegible]. The downside is that members only get to hear the stories of those who joined after they did. By doing things Division 1's way, everybody gets to hear everybody else's story, no matter when they joined. Neat idea!

Where does the second lesson come from? [illegible] the North Central Region's Divisions 4 and 5 did something similar recently. The twist was that each member talked, not about themselves, but about the railroad they model, along with details such as why they chose it, what scale it's in, and what locale and time period it represents. In addition, each member brought some power, rolling stock, structures, photos, or track plans to help illustrate what they were doing in their endeavours.

Normally, both Divisions run a show-and-tell clinic format for their meetings. But it was wisely decided that the talks and models would be worth a try. Was I there? Only because I'm a member of Division 4 (and Division 5), and attended both meetings. It was great fun to hear everyone's story. Although I've visited many of the layouts, I learned a whole lot I didn't know about my fellow members' railroads. Why not give either (or both) of these story-telling events a try at your Division's upcoming meetings?

Above: [illegible] plaques. — [illegible]

Don't Take Any Wooden Locomotives

Bill actually is [illegible] pun [illegible] Division members. [illegible] George [illegible], president of the Durango Railroad Historical Society, presented the clinic. Now, you might wonder why the president of a railroad historical society would be doing a clinic on restoring some child's wooden pull toy. That's because this little wooden engine is actually [illegible] — it's a full-size, [illegible] wooden replica of Rio Grande Southern No. 20, a [illegible] built in 1899.

The [illegible] at 20th Century Fox Studios constructed the replica, which served as the stand-in for No. 20 during filming of *A Ticket To Tomahawk*, a movie shot in and around Durango, Colorado, back in 1949. Without going into the film's plot, some scenes required that a team of mules tow the engine over the open range and down a dirt street. While the real No. 20 appeared in many film scenes, using it for those mule-towing scenes proved impractical. Thus *Emma Sweeny* (the engine's name in the film) was born.

After completing the movie, *Emma* served as a static prop in a number of films, and even did a turn as the stand-in for the [illegible] Railroad No. 1 [illegible] in the [illegible] *Cannon Ball* in the TV series "Petticoat Junction." Over the years, the old wooden engine changed hands a number of times, finally ending up on display in Jackson, California... until the last few months of 2015. That's when the Durango Railroad Historical Society acquired *Emma*, and after 65 years, she was brought home to Durango. The journey home and the society's restoration efforts were the subject matter of [illegible] clinic. He also wrote an article about it for the *San Juan Flyer*. If you'd like to read it and see photos of *Emma* on the road home, just drop by the NMRA's Member's Only website at www.nmra.org/member-[illegible]. Register to use the site if you haven't already done so, and then log on. [illegible] and you'll find *Emma* waiting for you.

By the way, one of the reasons I picked this clinic to tell you about was because it struck me as something unique — something a little different from the usual "how-to" clinics we normally see at Division meetings. That got me to thinking: there's got to be more of them out there, so why not share them? If your Division has done one, [illegible] let me know the details, [illegible]. Whichever, you and your Division just might have a starring role in a future column... just like *Emma*.

Conventional Wisdom

Meanwhile, [illegible] of Michigan [illegible], the members of the Grand Rails [illegible] Host Committee are hard at work preparing for your visit this summer during convention week, July 30–August 5. What's that you say... you haven't signed up yet? What's stopping you? Just fire up your computer or smart phone and browse on over to www.gr[illegible].org. [illegible] need to register [illegible]

[illegible]

Chalk Talk

[illegible]

[illegible]

[illegible]

[illegible]

A Cool Building

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[illegible]

N Z

model is a model of a [illegible] and extremely attractive [illegible] that would be right at home on a small, [illegible] on your layout.

You can see it, too, is waiting for you behind the [illegible] button on the NMRA Members Only section.

Mr. Cheap

Around the Carolina Piedmont Division, Jack Dziadul is sometimes known as "Mr. Cheap." Before you draw any truly terrible conclusions from that statement, let me hasten to add that the reason for this [illegible] moniker is because he writes a column called "Mr. Cheap" for the Division's newsletter, The Carolina Piedmont [illegible]. Here Jack presents clever ways to enhance the model building experience while at the same time saving money. In one such column, Jack showed how to "repurpose" all those clip-on convention badges you've been collecting for so many years. Just separate the badges from the clips, pitch the badges, and save the clips. The next time you need a small clamp to hold things together while applying glue, just grab one of those clips.

In another "Mr. Cheap" column, Jack even shows the [illegible] you get if you order [illegible] at a Cracker Barrel restaurant. He says they're great for holding small pieces [illegible] after you empty the [illegible] and wolf down all those pancakes. Oh, the sacrifices we make for our hobby!

The Best Is Here

[illegible] courtesy of the [illegible], allowing [illegible] of the [illegible] Division now in the Rocky Mountain Region. This being April, the [illegible] has [illegible] us with [illegible] for all model railroaders [illegible] the [illegible].

The Snow [illegible] things this year for you, [illegible] will get a [illegible] pickup [illegible] spending all your time helping your friends move. Because of this, you will have little time left for modeling, but [illegible]. Because all that [illegible] will make it hard for you to stand under your benchwork [illegible].

So with the [illegible] that I said it's time to [illegible] up until next time. See you back here in June. ◆

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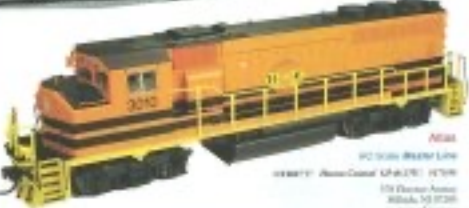
Display Car

Product Announcements

by Todd Gilbert
[illegible]



Atlas

[illegible] Scale Master Line

[illegible] Huron Central GP40-2W [illegible]

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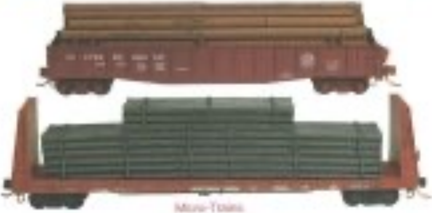
www.atlasrr.com



Micro-Trains

N Scale

[illegible] Southern Pacific Gondola w/ load [illegible]
[illegible] Southern Railway Bulkhead Flat w/ load [illegible]

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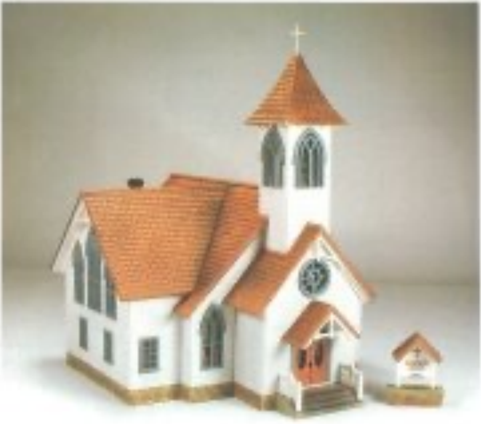
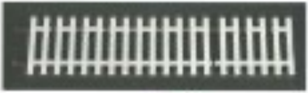
www.micro-trains.com





Walthers

HO Scale

[illegible]

5601 W. Florist Ave.
Milwaukee, WI 53218
www.walthers.com

Research & Test Car

Conducted by [illegible], MMR
Manager, Standards & Conformance Department

[illegible]

Table 1: Conformance and Inspection Summary

STANDARDS (required for Conformance)	Bachmann 0-4-2 HO scale
S-2 Gauges	Pass
S-4 Wheels	Pass
S-7 Clearance	Pass
S-9 Electrical	Pass (1)
RECOMMENDED PRACTICES (not required for Conformance)	
RP-9.1 Plug, Interface & Harness	Fail (2)
RP-25 Wheel Contour	N/A

NOTES: [illegible]

Product Reviews

by [illegible]

Bachmann 0-4-2 Porter
On30 gauge
HO Scale

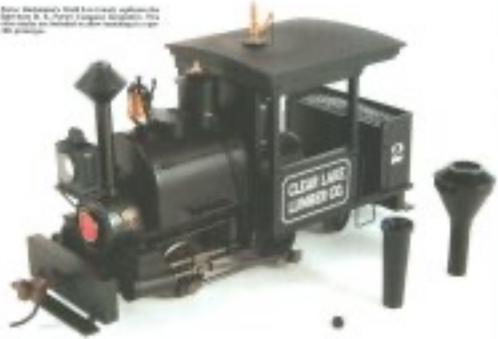
This product did not receive a Conformance Warrant

Most railfans and model railroaders have heard of the H. K. Porter Company. But what many may not realize is that at one time Porter was the third largest locomotive producer and the leading producer of locomotives designed specifically for light duty, such as industry, mining, logging, plantations, and narrow gauge. Henry Kirke Porter started the company in 1866 in Pittsburgh, Pennsylvania, and since that time, Porter constructed nearly 8,000 locomotives working under the company's slogan of "Service Built Equipment."

One of the very first Porters built, the Minnetonka, is still in operating condition at the Lake Superior Museum of Transportation in Duluth, Minnesota. Porter wheel arrangements were just about everything imaginable, including 0-4-0, 0-4-2, 0-6-0, 0-6-0, 2-6-2, 4-4-0 and 4-6-2, to name just a few. Porter custom built locomotives quickly and efficiently by using interchangeable parts such as wheels, boilers, pistons, and so forth — often features [illegible]. Porter also kept the most popular models in stock and ready for immediate delivery. Most of the Porters were steam, but some were powered by gasoline or diesel engines or compressed air. Porter locomotives have found homes all over the world. In 1950, the company built its last steam locomotive, but continued to build non-steam industrial equipment.

Above: [illegible]

Our NMRA Kalmbach Memorial Library's Porter Collection has the largest collection of Porter photographs and information in the world. Many of the builder's photos, blueprints and locomotive data are published in *Porter Steam Locomotives*, which can be obtained through the library.



Below: Bachmann's On30 0-4-2 closely replicates the light-duty H. K. Porter Company [illegible]. Two other stacks are included to allow modeling [illegible] prototype.

This month's product review is Bachmann's excellent On30, sound-equipped rendition of the 0-4-2 dinky Porter, of which 300 prototypes were constructed. (On30 is 1:48 O scale narrow gauge that operates on HO-size track.) Several good prototype photos of the Porter 0-4-2 can be found at [illegible]. The Bachmann model features a can motor, operating LED headlight, die-cast boiler, frame, and drivers, detailed cab, hidden drive train and E-Z Mate Mark II couplers. Bachmann offers this model in several paint schemes, including Greenbrier & Big Run Lumber Co., Tioga Lumber Company, and Clear Lake Lumber Company. Additionally, several painted but unlettered versions are available. The complete listing can be found at www.Bachmanntrains.com.

Power pickup is via the four metal driver tires. Straight out of the box, the locomotive had some difficulties with stalling. Dirty track caused some of the problems. Once I cleaned the rails, the

Below: The cab includes a workable gauge, [illegible] and backhead detail.

Above: The [illegible]

Below: The [illegible]

locomotive's performance improved; however, the locomotive continued to intermittently stall. Close examination revealed the small brass wipers on the rear driver were not making good contact with the inside of the driver wheel. By pushing the axle to one side, the contact on the opposite side would stop contacting the driver. I bent the contacts slightly outward (using the tip of a small screwdriver), which eliminated the stalling problem. Pulling force on straight and level track was a respectable [illegible] ounces.

The [illegible] installed Tsunami really brings the little locomotive to life. Operation on DC and DCC follows the same routine as other factory-installed Tsunamis. On DC, the headlight comes on when the track reaches about 8 volts. Increasing the power to 12 volts causes the bell to ring (two rings when going forward and three [illegible] in reverse), and the locomotive to start moving. When stopping, the whistle blows once. The sound is excellent, considering the speaker which is hidden in the cab is only 1.50 inch in diameter. Included with the locomotive is a 128-page [illegible] the complete Tsunami User's Guide and Technical Reference Manual for both DC and DCC operation and programming. As [illegible] experienced Tsunami-equipped locomotive owners [illegible] the operation of the [illegible] sound and locomotive functions is "similar," but not identical, to other [illegible] Tsunami decoders. The link, http://www.[illegible] program_[illegible], will provide the steps needed to manage the CVs to the same [illegible] as all other [illegible] Tsunamis.

[illegible]

[illegible] plate displays the locomotive's heritage and [illegible]

In addition to the 0-4-0s equipped with the Tsunami decoder, Bachmann also offers the locomotive with a standard [illegible] For [illegible] DCC decoder, the 0-4-0 [illegible] at http://[illegible]

For those who are really adventurous and want to convert their 0-4-0 saddle tank to a side tank version, Backwoods Miniatures (U.K.) has the kit needed to do so. Check out www.backwoodsminiatures.co.uk for additional information.

During the Conformance and Inspection review, all the Standards pertaining to the locomotive passed. However, since the Tsunami decoder has not yet received a Conformance Warrant relative to the applicable DCC requirements, a Conformance Warrant for the locomotive could not be issued.

The MSRP for the Tsunami sound-equipped 0-4-0 is [illegible] and for the non-sound equipped 0-4-0 is [illegible]

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Phone: [illegible] Fax: [illegible]
[illegible]

Making the Switch

[illegible]

[illegible]

[illegible]

Materials

[illegible]

[illegible]

[illegible]

Assembly

[illegible]

[illegible]

Using superglue, cement the mast with the handle into the hole you reamed. Cut a piece of 0.015-inch wire about 1⅛-inch long. Bend one end at a right angle 1/16-inch or 3/32-inch from the end. Cut one piece of brass tubing about 1/32 inches long

Above: The handle for the switch stand has been shaped from a straight pin and a [illegible] of solder [illegible] the [illegible].

and insert it over the 0.015-inch wire, pushing the wire through the hole on the switch. Make sure the wire moves freely back and forth through this hole. Bend the end of the 0.015-inch wire nearest to the switch plate down at a 90-degree angle.

Finally, it's time to solder the electrical wires. Attach the white wires to the outside contacts on the bottom of the slide switch. Then solder the green to the middle. [illegible]

Above: The switch stand is ready to be installed on the layout.

all the white wires on the home side of the layout and the red wires on the back side.

This completes the assembly of the project. Now we're ready to install it.

Installation

Cut a ¾-inch deep x 5/8-inch long x ½-inch wide hole in your layout — the dimensions of your finished slide switch. It's best to put the hole about ¼ inch to ½ inch back from the switch rail.

Now drill three 1/16-inch holes down through the hole you just dug in your layout. These are for the wires from the slide switch to go underneath your layout. Press the slide switch into the hole. If the hole is too big, you can shim it with cardboard or small pieces of wood. If it's too tight, shave it off a bit with a carving knife. Make sure the electrical wires on the slide switch are going through their holes to the bottom side of your layout. Be sure you have drilled a small hole in the end of your tie plate so that you can attach the end of your switch rod down through this hole.

Below: The hole has been dug in the layout for the switch.

Then, push the slide switch, along with the rail, to the far side of the track and hold the rail in position with a clamp. Push the 1/16-inch tubing up against the switch. Dip a drop of super glue at the end of the 1/16-inch tubing, letting it set 15 minutes. It should be locked into place at that point. Tie with a tiny drop of glue. Otherwise you might make the whole switch inoperable.

Now pull the switch to the near side of the track and hold it in place with a clamp. Bend the 0.015 wire up at a 90-degree angle so that it hits the back of the switch. Mark the

Above: A prototype switch stand [illegible] [illegible] [illegible].

Below: The switch is being inserted into the hole.

Bottom: [illegible]

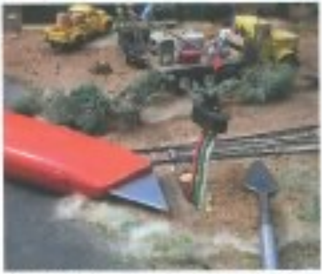
Above: [illegible]

Below: A tiny drop of glue is all that's needed to [illegible]

switchstand and both, making sure everything is moving freely and that the switch points are tight against the rail on both sides. If necessary, make minor adjustments.

Connect the wires from the bottom of the slide switch to the electrical wires underneath the layout. Note: the green wire is connected to the frog of the rail switch. Test to make sure everything works.

Finally, paint the switchstand and take a moment to admire your handiwork. Now compliment yourself on making an affordable, yet reliable and great looking switch stand. ■



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REGION PRESIDENTS

[illegible]

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ACHIEVEMENT PROGRAM

NMRA AP [illegible]
November 2012
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Southeastern Region
Jason Roddy, Woodstock, Georgia
Jim Duncan, Dallas, Georgia
Thomas Hicks, Atlanta, Georgia
Billy Page, Woodstock, Georgia

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Mid-Continent Region
Ken Jenkins, Butler, Kansas

Mid-Eastern Region
John Pappone, Manassas, Virginia

Pacific Northwest Region
Phillip Dennis, Spokane, Washington

Southeastern Region
Joseph Norris, Bakersville, North Carolina

MASTER BUILDER — STRUCTURES
Southeastern Region
Joseph Norris, Bakersville, North Carolina

MASTER BUILDER — SCENERY
Mid-Continent Region
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Mid-Eastern Region
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Midwest Region
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Midwest Region
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NEWS FROM HEADQUARTERS

NOTICE OF 2013 ELECTIONS

The following NMRA Officer and Board of Directors positions are open for election in 2013:

1. At Large World Wide Director
2. Western District Director
3. Atlantic District Director

Please check Article III, paragraph 12 of the NMRA Executive Handbook, EHB, located at http://www.nmra.org/national/organization/nmra_organization.html for the nature of the district affected. Qualifications for candidates are listed in the EHB.

All submissions of candidates' names for consideration by the Nominations Committee shall be submitted to [illegible], Chairman of the Nominations Committee, through postal mail or email, no later than June 15, 2013.

Candidates may wish to run for these positions by petition and not be subjected to the decisions of the Nominations Committee. Requirements for submitting by petition are contained in the EHB. All submissions by petition shall be received by the Secretary NMRA no later than July 31, 2013.

[illegible]

[illegible]

Ever since I was a kid, I have been obsessed with trains. I'm an economic developer in Kansas [illegible]. My dream is to build a really nice layout that is fun to operate and is a thoroughly enjoyable experience.

Like everyone whose biography appears in these pages, my interest in trains started when I was a child of seven or eight years old. My parents gave me an American Flyer S gauge train set for Christmas. Soon I wasn't satisfied with watching that steam locomotive, two cars, and a caboose go around and around and around. I added [illegible] making [illegible]. We painted [illegible] stack, and every [illegible] watching that same train go around and around and around. We [illegible] a few roads, and I constructed lots of scale structures using Lincoln Logs and my Erector Set. When I was [illegible] I collected Pepsi [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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[illegible]

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Missouri, [illegible]—[illegible]

Missouri, [illegible]—[illegible]

[illegible]—[illegible]

New Jersey, North Haledon—[illegible]

New Jersey, [illegible]—[illegible]

New Mexico, Las Cruces—[illegible]

[illegible]

New York, Binghamton—[illegible]

New York, Staten Island—[illegible]

[illegible]—[illegible]

[illegible]—[illegible]

[illegible]—[illegible]

Pennsylvania, [illegible]—[illegible]

Pennsylvania, New Eagle—[illegible]

Tennessee, Knoxville—[illegible]

[illegible]

Texas, Conroe—[illegible]

Texas, Dallas & North Texas Area—[illegible]

Texas, [illegible]—[illegible]

Texas, Houston—[illegible]

Washington, Bremerton—[illegible]

[illegible]

Library Car

Book and Video Announcements
by [illegible], Library Director

Publishers of books, magazines, DVDs and videotapes, audio recordings, and computer software who would like to complimentary announcements should send a copy of their products, along with suggested retail price and a brief 100 word description to "Book Announcements," Kalmbach Memorial Library, 4121 Cromwell Road, Chattanooga, TN 37421-2119. All materials will be placed in the Library for use by NMRA members and other patrons.

Clinic CD Submission Guidelines

Clinics are a key part of every NMRA convention and to the NMRA's educational objectives. You, as a clinician, are important to the success of the convention. But another aspect of freely sharing and passing along the knowledge that you will be sharing would be to present it as an article in the Convention Clinic CD. It's a chance to help the hobby and to get your name and knowledge into print.

All submissions should be in final, printable format to the best ability of the clinician. If applicable, they should be similar in style, clarity, and flow to an article you would find in a magazine. The idea is to tell a story with a beginning, middle, and end. Obviously, this approach may not apply to PowerPoint presentations, but the basic premise is the same: your presentation should be a complete story. Please do not submit outlines or listings of slides for a point presentation without narrative text. Also, please do not assume that the person purchasing the clinic CD has attended your clinic. The CD is a reminder for those who attended the clinic, but it is also a stand-alone work for those who were unable to attend the clinic. Please enclose a self-addressed, stamped envelope if you would like your submission returned. You may submit as many clinics as you like; however, we reserve the right to omit selected clinics due to space constraints.

The submission deadline for this year will be Friday, May 13, 2011.

Copyrighted Material

Submissions are expected to contain proper permissions to use any copyrighted material. If your material has been previously published, permission must be granted by the first publication to reprint.

Benefits of Submitting

A clinic CD will be provided free only to those who have submitted and whose work has been included in the final product. All other clinicians will need to pay to receive a copy of the CD. The library staff reserves the right to choose which clinics will be included, although "rejections" are rather rare and usually stem from a failure to adhere to these guidelines. Submissions may be edited for publication. (Clinic CDs may be picked up from NMRA Headquarters staff at the convention, or they will be mailed.)

Submission Format

Text—While hardcopy is accepted, electronic files are preferred. These can be submitted via e-mail attachment or sent on CD disk. Ideally, they should be in word processing software such as Microsoft Word. Macintosh files should be acceptable as long as you address the conversion. If necessary, text files in WordPerfect or other word processing software are acceptable. Please save your document with your name in the title. Please submit hardcopy along with disk in case any problems are encountered with the disk. Mark your mailing envelope appropriately to prevent x-rays or damage to the disk. As the material will be laid out in a desktop program, please do not format the article page.

We will accept PowerPoint presentations and submissions in Adobe PageMaker or Microsoft Publisher. Ultimately, all files probably will be converted to .pdf for the final CD, but these submissions will need some additional work as preference is to receive pdf files initially. Also, if your PowerPoint presentation is heavily animated, we may leave it in that format rather than converting to pdf format.

Photos/Graphics/Drawings—Send photographs as slides (or negatives please), original line drawings in ink, or electronic images in a .jpeg, .gif, or .tiff. Charts and tables can be duplicated; please contact the Library prior to deadline if you require this service. The quality of the image file provided will determine the quality of the printed material. Try to obtain the greatest amount of dots per inch (dpi) possible. Try to save your image in an appropriate size (no less than 4x7 but no smaller than 3x5). Each electronic image must be sent as a separate document. Do not embed or draw any elements in your word processing software, as these will not transfer and/or reproduce well. Mark your hardcopy and/or your text file with the places to insert your images. Do not create boxes. Use text such as "Insert Photo #1 Here." Make sure to number images and their corresponding placement in submitted documents. Images may be reduced or converted due to quality or space constraints. Of course, images may be embedded within a PowerPoint presentation.

Mailing Submission

Please let us know if you have any questions or need clarifications regarding these guidelines. Clinic materials should be submitted to:

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B[illegible] Missouri Pacific (MoPac) [illegible] the Baldwin Locomotive Works in 1905. [illegible] MoPac [illegible] Consolidation [illegible] April 7, 1955. — NMRA Collection

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